For additional information about the Gulf Intracoastal Waterway, call (504) 862-2201, or write to: U.S. Army Corps of Engineers, New Orleans District, Public Affairs Office, P.O. Box 60267, New Orleans, LA 70160-0267, or visit our Web site at: www.mvn.usace.army.mil

New Orleans District Highlights

New Orleans District serves a 30,000 square mile area of south and coastal Louisiana. We help make the ports of South Louisiana number one in the nation in total tonnage and number one in grain exports. We maintain 2,800 miles of navigable waterways and 400 miles of deep-draft channels (45 feet deep from the Gulf of Mexico to Baton Rouge), and operate 12 navigation locks. We help make the ports of South Louisiana number one in the nation in total tonnage and number one in grain exports.

New Orleans District Highlights

We are on the forefront of coastal restoration and environmental protection in the nation. The Water Main Project is an innovative approach to reducing the amount of saltwater intrusion in the Mississippi Delta. We are also working to protect and restore wetlands and coastal wetlands in the Atchafalaya Basin Project. We are the primary designer and builder of the Atchafalaya Basin Project, which includes the construction of levees and floodwalls to protect against river and hurricane flooding.

We keep the Mississippi River on its present course. The district’s Old River Control Structure, northwest of Baton Rouge, prevents the Mississippi from changing course to the Atchafalaya River Basin.

We care for the environment by regulating dredge and fill activities in all navigable waters and wetlands. We also manage the cleanup of hazardous waste sites for the Environmental Protection Agency. We provide recreational opportunities in the Atchafalaya Basin, the Bonnet Carre Spillway and the Old River Control Structure. We provide opportunities for fishing, boating, and other water activities in the Atchafalaya Basin.

We keep the Mississippi River on its present course by maintaining the channel to the Atchafalaya River. The district is working on a project to restore the Atchafalaya River to its natural course. We are also working to restore wetlands and coastal wetlands in the Atchafalaya Basin Project.

We are on the forefront of efforts to reduce the rate of coastal land loss. The district has completed two projects to restore wetlands and coastal wetlands in the Atchafalaya Basin Project. We also create new wetlands and restore barrier islands with material dredged from navigation channels.

Structures Along the GIWW

1. Algiers Lock: completed 1956; 75 feet wide, 760 feet long, -13 feet mean low gulf; operated 24 hours a day; 19 million tons passed annually, 8,400 average annual lockages.
2. Bayou Boeuf Lock: completed 1954; 75 feet wide, 1,156 feet long, -13.8 feet mean low gulf; operated 24 hours a day; 25 million tons passed annually; 15,400 average annual lockages; part of the Atchafalaya Basin Project.
3. Bayou Sorrel Lock: completed 1952; 56 feet wide, 790 feet long, -14.75 feet mean low gulf; operated 24 hours a day; 25 million tons passed annually; 9,300 average annual lockages; part of the Atchafalaya Basin Project.
4. Bayou Boeuf Lock: completed 1994; 75 feet wide, 760 feet long, -13 feet mean low gulf; operated 24 hours a day; 19 million tons passed annually, 8,400 average annual lockages.
5. Inner Harbor Navigation Canal Lock: completed 1921; 74 feet wide, 626 feet long; -31.5 feet mean low gulf (only ship lock in New Orleans District); operated 24 hours a day; 20 million tons passed annually, 13,500 average annual lockages.
6. Harvey Lock: completed 1934; 75 feet wide, 415 feet long, -12 feet mean low gulf; operated 24 hours a day; 4.5 million tons passed annually, 8,500 average annual lockages.
7. Leland Bowman Lock: completed 1985; 110 feet wide, 1,200 feet long; -15 feet mean low gulf; operated 24 hours a day; 43 million tons passed annually, 10,000 average annual lockages.
8. Port Allen Lock: completed 1961; 84 feet wide, 1,200 feet long; -13.7 feet mean low gulf; operated 24 hours a day; 25 million tons passed annually, 6,000 average annual lockages.
9. Calcasieu Lock: completed 1950; 75 feet wide, 1,200 feet long; -13 feet mean low gulf; operated 24 hours a day; 46 million tons passed annually, 13,000 average annual lockages.
10. Bonner Lock: completed 1992; 75 feet wide, 1,200 feet long; -14 feet mean low gulf; operated 24 hours a day; 45 million tons passed annually, 13,000 average annual lockages.
The Gulf Intracoastal Waterway (GIWW) is often referred to as the most remarkable artery of transportation in America. Linking deep-water ports, tributaries, and numerous isolated bays and lakes which extend for over 366 miles from the Mexican border at Brownsville, Texas, along the entire coast of the Gulf of Mexico to Apalachicola, Florida. This vital inland waterway was constructed from the 1920s to 1949. The Louisiana segment stretches for 302.4 miles from the Texas-Louisiana state line in the west to the Mississippi River at Vicksburg. The GIWW Alternate Route from Port Allen to Morgan City adds another 64 miles to its length for a total of 366.4 miles.

In Louisiana, the New Orleans District, U.S. Army Corps of Engineers, operates and maintains the GIWW and its six locks for both navigation and agricultural purposes. The Corps continuously enhances the navigation system and maintains the locks for the benefit of industrial, recreational, and commercial users. The GIWW is the lifeline for industries in Louisiana, with both small and large craft using the route to reach the numerous bays and lakes which extend from the Inner Harbor Navigation Canal (IHNC) to the Rigolets. In this busy port of Lake Charles and New Orleans the bayous are interspersed with areas of physical habitat. Diverse environments and habitats abound in this section of the GIWW, including the Atchafalaya Basin, the huge wetland area of the Mississippi Delta and a bird sanctuary on Avery Island.

Barges provide low cost transportation for a variety of commodities. Live oaks grace the banks of the GIWW in Acadiana.

### Navigation

#### Barge traffic on the GIWW

The GIWW is the primary inland link of the Mississippi River System. Barges, which are the primary means of moving goods through the system, often use the GIWW as a more efficient alternative to shipping by rail or road. The GIWW connects some of the most important ports and industrial areas in the United States, including New Orleans, Baton Rouge, and Vicksburg. These connections are crucial for the movement of goods, both domestically and internationally. The GIWW is also important for the movement of grain and other agricultural products, which are a major part of Louisiana's economy.

### Diverse Environments

In Louisiana, the GIWW laces together the numerous isolated bays and lakes which extend from the Inner Harbor Navigation Canal (IHNC) to the Rigolets. These environments are interspersed with areas of physical habitat. Diverse environments and habitats abound in this section of the GIWW, including the Atchafalaya Basin, the huge wetland area of the Mississippi Delta and a bird sanctuary on Avery Island.

#### Wildlife

Wildlife refuges are interspersed with areas of historical importance and ethnic flavor. Between the busy ports of Lake Charles and New Orleans, the bayous are interspersed with areas of physical habitat. Diverse environments and habitats abound in this section of the GIWW, including the Atchafalaya Basin, the huge wetland area of the Mississippi Delta and a bird sanctuary on Avery Island.

#### Location and Size

The Gulf Intracoastal Waterway (GIWW) is often referred to as the most remarkable artery of transportation in America. Linking is often referred to as the most remarkable artery of transportation in America. Linking is often referred to as the most remarkable artery of transportation in America.
Algiers Lock is located just below New Orleans on the west bank of the Mississippi River at mile 88 above Head of Passes. The lock provides an alternate waterway connection from the Mississippi River to the GIWW at mile 6 west of Harvey Lock. It is also used to introduce freshwater into the coastal area west of the Mississippi when both gates are partially opened simultaneously.

The Calcasieu Lock is located at the intersection of the Calcasieu River and mile 238 of the GIWW. It serves as a barrier preventing saltwater intrusion from the Calcasieu from entering the rice-growing areas of the Mermentau Basin via the GIWW. It operates in conjunction with Leland Bowman Lock, and Catfish Point and Schooner Bayou control structures.

The Harvey Lock is on the west bank of the Mississippi River in Harvey, across the river from New Orleans. The lock connects the GIWW with the Mississippi River via the 6.5-mile-long Harvey Canal.

The Inner Harbor Navigation Canal Lock can be found at mile 92.7 above Head of Passes on the east bank of the Mississippi in New Orleans. This lock provides an important waterway link connecting the Mississippi River with the GIWW and Lake Pontchartrain, and the Mississippi River-Gulf Outlet. The lock also prevents the flooding of low areas east of the structure from high water on the Mississippi.

In southwest Louisiana, two miles west of Intracoastal City, the Leland Bowman Lock serves several purposes. It prevents salt water from entering the Mermentau River Basin. While used to pass flood flows from the low-lying area between the Vermilion and Calcasieu rivers, the lock also serves to reduce water levels in the Mississippi River. The lock provides an important waterway link connecting the Mississippi River with the GIWW in New Orleans. This lock also provides an important waterway link connecting the Mississippi River with the GIWW. The lock is operated in conjunction with the Calcasieu Lock and the Catfish and Schooner Bayou control structures.

The Port Allen Lock is at the southern end of the Port of Baton Rouge on the west bank of the Mississippi River. The lock provides vessel and barge traffic with an alternate waterway connection from the Mississippi River to the GIWW.
Barges mean:

- Less congestion and fewer accidents
- Hazardous cargo is kept far from densely-populated areas

**Fuel Efficiency**

- Distance one gallon of fuel can carry one ton of cargo
  - 60 miles by truck
  - 202 miles by rail
  - 514 miles by barge

<table>
<thead>
<tr>
<th>Mode</th>
<th>Capacity per mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barge</td>
<td>0.53</td>
</tr>
<tr>
<td>Railcar</td>
<td>1.83</td>
</tr>
<tr>
<td>Truck</td>
<td>10.17</td>
</tr>
</tbody>
</table>

**Hydrocarbons**

- Carbon Monoxide
  - 0.09 Barge
  - 0.46 Railcar
  - 0.63 Truck

**Environmental Benefits**

- Less congestion and fewer accidents
- Hazardous cargo is kept far from densely-populated areas

**How Navigation Locks Work**

- The lower gates (B) are closed; the upper gates are partially opened allowing the chamber to fill to the upper level; then the upper gates (A) are fully opened allowing the towboat to enter the lock chamber.
- Once the towboat is in the lock chamber; the upper gates (A) are closed; the lower gates (B) are partially opened allowing the water to drain out into the lower level. The towboat is lowered as the water level lowers.
- When the water level reaches the lower level, the lower gates (B) are fully opened allowing the towboat to leave the lock chamber and proceed along the waterway.

**Cultural Resources**

- Southern Louisiana's 300-mile coast contains large tracts of marshes, swamps, and many lakes and bayous. This extensive near-sea level area makes up the Gulf Intracoastal Waterway.
- More than 600 prehistoric and numerous historic sites are known in the Louisiana coastal zone where early economies depended on hunting-gathering or primitive agriculture. Some sites date to the Paleo-Indian Period (8000 B.C.).
- Fort Pike on the GIWW at Rigolets Pass is now a state historic site.
- Natural Resources
  - The GIWW spans the entire Gulf Coast, forming a network with the many feeder channels both north and south of the waterway. This network of waterways provides farmers, ranchers, workers, and the many industries and recreational users with access to the coast. Water resources are the most significant, buttressing 1820-1822 as the most significant, buttressing 1820-1822 as the most significant, buttressing 1820-1822 as the most significant.